Plan to Preserve Ecology

2185. SHRI S. MADHAVAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Tamil Nadu State Government has submitted a management plan to preserve the ecology of its 100 K.M. coast for the approval of the Central Government; and

(b) if so, what action has been taken on this plan ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir. A management plan for the coastal stretch of Tamil Nadu has been submitted.

(b) The plan, was examined by the Task Force constituted by the Government. The Task Force had advised the State Government to furnish certain additional details.

Ash content in non-coking coal

2186. SHRI PARMESHWAR KUMAR AGRAWALLA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether it is a fact that high ash coal being supplied by Coal India Limited to industrial and other users, mainly to the thermal power plants, is polluting the environment;

(b) if so, the details of action taken to contain the pollution levels on this account;

(c) what is the optimum level of ash content in non-coking coal used in thermal power plants for its being environment friendly; and

(d) the extent of environment degradation with each percentage point increase in ash content in non-coking coal used in thermal power plants?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The Indian coal presently supplied to all thermal power plants has ash content varying from approximately 35% to 45%. The emissions resulting out of combustion of such a high ash coal would pose pollution problems if mitigative measures are not taken.

(b) Action taken to contain pollution includes the following :

(i) The Government have notified emission norms for thermal power plants and other industrial units which burn coal and in order to meet these norms, the units will have to install pollution control equipments such as electro-static precipitators and bag filters.

(ii) In the case of new industrial units, while issuing clearance, Government stipulates green belt to be provided all around the power plants to check the fugitive emissions.

(iii) Continuous monitoring of air and water quality is made a condition while giving clearance for new units.

(iv) The thermal power plants are required to prepare and comply with fly ash utilisation programmes. Newer plants are required to comply with fly ash utilisation to the maximum extent possible.

(c) Boilers can be designed to utilise coal with high ash content provided the quality of coal is maintained consistently.

(d) There is no co-relation between environment degradation vis-a-vis ash contained in coal because no environmental degradation will occur if proper pollution control measure are taken.

Noise pollution in Delhi

2187. SHRI CHIMANBHAI MEHTA : SHRIMATI MIRA DAS :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether it is a fact that air pollution and the average ambient noise levels have increased sharply in Delhi during last one decade;

(b) what are the details of the air pollution due to two wheelers, three wheelers, cars and buses releasing pollution and details of quantum in terms of metric tonnes of Carbon Monoxide, Nitrogen Oxide, Hydro Carbons and Sulphur dioxide;

(c) what are the air pollution controlling measures being taken by the concerned department in Delhi and what is the result; and

(d) what are the major sources of noise pollution and details about the department which is functioning to control the noise pollution?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir. It is true that average ambient noise levels have increased during the last few years in Delhi. A comparison between surveys conducted during 1987 and 1993 by Delhi Pollution Control Committee reveals that noise level has increased by 5 decibals. *This is*

mainly due to the increasing vehicular/ human activity in Delhi during this period. The embient air quality data during 1988—93 indicate that the Suspended Particulate Matter (SPM) usually exceeds the prescribed permissible limits while carbon monoixde (CO) and Oxides of Nitrogen (NOx) remain quite high particularly near the traffic intersections. Sulphur dioxide remain within the prescribed limits except for occasional higher values in the vicinity of major industrial units or thermal power plants.

(b) Vehicular pollution accounts for more than 2/3rd of the total air pollution in Delhi. The quantity of vehicular emission in Delhi is estimated to have increased from 870 MT/day in the year 1987 to 1300 MT/day at present. This is about 50% more than the emissions recorded in 1987. The following table prepared in 1987 gives the details of vehicular emissions from different categories of vehicles with corresponding pollution load in terms of different pollutants.

TABLE

Vehicle Emission Inventory : Delhi 1986-87

S. No.	Category of Vehicles	Pollution Load (MTPD)				
		SPM	SO_2	NOx	CO	HC
A.	Petrol Driven					
1.	Cars, Jeeps, Station Vagons	1.49	0.36	14.47	180.95	27.1
2.	Taxis	0.09	0.021	0 859	10.7	1.61
3.	Two Wheelers	3.02	0.302	1.05	256.76	151
4.	Three Wheelers	0.3111	0.031	0.1069	33.10	15.57
B.	Diesel Driven					
1.	Buses (City Service)	1.4	2.8	38.9	23.5	3.9
2.	Goods Vehicles	2.27	3.96	59.0	39.9	8.8
	GRAND TOTAL	8.58	7.47	105.388	535.9	207.98

Total Vehicle pollution Load = 865.318 MTPD.

Source : Assessment of Vehicular Pollution in Metropolitan Cities. Part II Delhi 1988-89 CPCB Report.

Note: The above table is based upon the data collected during 1986 87. Since the vehicular emission have increased from 870 MT/day to 1300 MT/day these will be corresponding increase of approximately 50% in all the components of vehicular pollution.

(c) The measures taken and proposed by the Central Government to prevent and control air and noise pollution in Delhi include the following :

— Ambient air quality and noise standards have been notified. The Central Pollution Control Board has set up 25 monitoring points in different areas of Delhi for regular monitoring of noise pollution.

— The Central Pollution Control Board has evolved a code of practice controlling noise from sources other than industries. These include. Public Address System, aircraft operations, railway operations, construction activities and bursting of crackers.

— Gross and mass emission standards for all categories of vehicles have been notified under the Central Motor Vehicles Rules, 1989 and are being enforced by the Department of Transport, Govt. of Delhi. An intensive public awareness campaign has been launched by the Transport Department, Govt. of Delhi to educate people about the statutory punitive provisions related to vehicular pollution and need for taking measures for control of pollution from vehicles.

— The Transport Department, Govt. of Delhi has checked approximately 11.59 lakhs vehicles between March 1990 and November 1993 to check the veshicular pollution.

— Private petrol pumps and workshops numbering 120 have been authorised by the Deptt. of Transport, Govt. of Delhi for pollution checking, tuning of polluting vehicles and issuance of pollution under control certificates. Approximately 12.01 lakh vehicles have availed of this facility between July 1990 to November 1993. Of these 3.25 lakh polluting vehicles have been tuned and pollution emitted from these vehicles have been brought within the prescribed standards.

— Several petrol pumps have been identified to supply unleaded petrol in Delhi from 1st April 1995 for new four wheeler petrol driven vehicles fitted with catalytic converters.

(d) The main sources of noise pollution are industries, automobiles, domestic appliances, construction equipments, reckless use of loudspeakers, aircraft operations and bursting of crackers during festivels. The Departments which are functioning to control noise pollution are as follows :

(—) Ministry of Environment & Forests—under section 5 of Environment (Protection) Act, 1986.

(—) The State Pollution Control Boards or Pollution Control Committees in the Union Territories.

(—) The local authorities as per provisions of local laws.

Exploitation of Rare Dolphins

2188. SHRIMATI KAMLA SINHA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Government's attention has been drawn to the report appeared in the Times of India dated 2nd October, 1994 regarding commercial exploitation of rare dolphins in the Ganges threatening their habitat; and

(b) if so, what measures have been taken to check it ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH):

(a) Yes, Sir.

(b) The Gangetic dolphin is threatened because of pollution in the rivers, incidental netting during fishing and some poaching. However, the species is fully protected under the law against hunting and commercial exploitation. Under the Ganga Action Plan, several schemes are being implemented to control pollution in the river which would improve the habitat for the dolphin. A stretch of 50 Km. of the ganges in Bihar, extending from Sultanganj to Kahalgaon has been constituted into the Vikramshila Gangetic Dolphin Sanctuary for the conservation of this species. The State Govts. of Assam, Bihar, U.P., M.P. and Rajasthan have been asked to ensure through their fisheries departments that accidental deaths of dolphins do not occur during fishing operations, dolphin oil is not used for fishing and to step-up awareness programmes for the conservation of river dolphins and their habitat.

Regeneration of Wastelands

2189. MISS SAROJ KHAPARDE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the National Afforestation and Eco-Development Board under the Ministry of Environment and Forests propose to formulate a time-bound strategy for afforestation and regeneration of wasteland in the country; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) The National Afforestation and Eco-Development Board (NAEB) is responsible for promoting afforestation, tree planting, ecological restoration and eco-development activities in the country. Special attention is being given to the regeneration of degraded forest areas and lands adjoining forest areas, national parks, sanctuaries and other protected areas as well as the ecologically fragile areas like the Western Himalayas, Aravallis, Western Ghats, etc.

In this endeavour, NAEB implements, through the State Government/Union Territory agencies and Non-Government Organisations, following schemes :—

(i) Integrated Afforestation and Eco-Development Projects Schemes;

(ii) Area Oriented Fuelwood and Fodder Project Schemes;

(iii) Non-timber Forest Produce Scheme including Medicinal Plants;

(iv) Seed Development Schemes;

(v) Aerial Seeding Scheme;

(vi) Grants-in-Aid Scheme to Voluntary Agencies.

The strategy of NAEB is to encourage afforestation and eco-development on integrated watershed management approach basis. One of the objectives of the schemes of NAEB is to provide replicable area specific afforestation and eco-development models based on appropriate scientific techniques for different eco-climatic zones. Towards this end, NAEB has taken initiative of involving local communities and Non-government organizations for conservation and management of degraded forest areas as also for formulation and implementation of projects and schemes at micro level for eco-restoration of eco-fragile areas in the country.

Generation of Hazardous and Toxic Chemicals

2190. SHRI S. S. AHLUWALIA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :